OMB Control No.: 2127-0004

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Part 573 Safety Recall Report

Manufacturer Name : BMW of North America, LLC Submission Date : JUN 17, 2020 NHTSA Recall No.: 20V-283 Manufacturer Recall No.: NR

Manufacturer Information :

Manufacturer Name: BMW of North America, LLC Address: P.O. Box 1227 Westwood NJ 07675-1227 Company phone : 18005257417

Vehicle Information :

Vehicle 1:	2020-2020 BMW X1 xDriv	ve28i, X1 sDrive28i	
Vehicle Type :	LIGHT VEHICLES		
Body Style :	SUV		
Power Train :	GAS		
Descriptive Information :		s are equipped with an air bay y not have been produced to s	
	records were reviewed to (May 16, 2016 and May 30 potentially affected vehicl	determine the production ra 0, 2016) and, via parts tracea es.	mbly and supplier production nge of potentially suspect parts bility, the production range of
		nce to non-recall component: which may not have been pr	
Production Dates :	MAR 18, 2020 - MAR 19, 2	2020	
VIN Range 1:	Begin : NR	End: NR	□ Not sequential

The information contained in this report was submitted pursuant to 49 CFR §573



Number of potentially involved :

Estimated percentage with defect : 1%

Population :

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	LIGHT VEHIC 4-DOOR		ve28i, X2 sDrive28i	
Descriptive Information :	rollover sens	or which may	y not have been produced t	ag control unit containing a o supplier specifications. sembly and supplier production
	records were	e reviewed to 6 and May 30	determine the production : 0, 2016) and, via parts trace	range of potentially suspect par eability, the production range of
	-	llover sensor	nce to non-recall componen which may not have been j	0
Production Dates :	MAR 18, 202	0 - MAR 19, 2	020	
VIN Range 1:	Begin :	NR	End: NR	Not sequential
Vehicle Type : Body Style : Power Train :	LIGHT VEHIC 4-DOOR GAS Approximate	CLES ly 1 vehicle i		control unit containing a rollove
	Basis for reca records were	all population reviewed to 6 and May 30	determine the production (), 2016) and, via parts trace	er specifications. sembly and supplier production range of potentially suspect par eability, the production range of
		llover sensor	nce to non-recall componen which may not have been j	
Production Dates : VIN Range 1 :	•	0 - MAR 19, 2 NR	020 End: NR	☐ Not sequential

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Vehicle Type : I Body Style : 2 Power Train : H Descriptive Information : A	2-DOOR HYBRID ELECTF Approximately 8	S RIC	-		
Power Train : H Descriptive Information : A	HYBRID ELECTE Approximately 8		winned with on a		
Descriptive Information : A	Approximately 8		auinnad with an a		
-		8 vehicles are e	auinnad with an a		
		which may not	have been produc	0	0
r (records were rev	viewed to deten nd May 30, 201	rmine the product	ion range of pote	supplier production entially suspect part production range of
С	-		non-recall compo h may not have be		6
Production Dates : M	MAR 18, 2020 - I	MAR 18, 2020			
VIN Range 1 : Be	egin :	NR	End: NR		Not sequential
Vehicle Type : H Body Style : 4 Power Train : 0 Descriptive Information : A r (H F C	BUSES, MEDIUM 4-DOOR GAS Approximately 2 collover sensor v Basis for recall p records were rev (May 16, 2016 a potentially affec Recall componen	& HEAVY VEH 25 vehicles are of which may not oppulation deter viewed to deter nd May 30, 201 ted vehicles. nt difference to	equipped with an have been produc rmination: Vehicl rmine the product	air bag control u red to supplier sp le assembly and s ion range of pote traceability, the p onent: The air ba	ecifications. supplier production entially suspect par production range of g control unit
Production Dates : M	MAR 12, 2020 - I	MAR 20, 2020			
VIN Range 1: Be	egin :	NR	End: NR		□ Not sequential

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Vehicle 6 :	2021-2021 MINI Hardtop 2 Door (Cooper, Cooper S, John	n Cooper Works)		
01	JGHT VEHICLES			
Body Style :				
Power Train :	GAS			
	Approximately 24 vehicles are equipped with an air bag rollover sensor which may not have been produced to su			
	Basis for recall population determination: Vehicle assem records were reviewed to determine the production rang May 16, 2016 and May 30, 2016) and, via parts traceabi potentially affected vehicles.	ge of potentially suspect parts		
	Recall component difference to non-recall component: T contains a rollover sensor which may not have been proc specifications.			
Production Dates : VIN Range 1 : B	MAR 12, 2020 - MAR 20, 2020 egin : NR End : NR	Not sequential		
Description of Defect :				
-	: This safety recall involves the rollover sensor within which may not have been produced to supplier speci- production, an oxide etching machine may have been incorrect parameter. If this occurred, then the sensor may delaminate from a poly layer substrate on the sen not be possible for the sensor to detect a rollover com	the air bag control unit fications. During supplier programmed with an r's aluminum bonding pad nsor. As a result, it may		
-	 which may not have been produced to supplier specify production, an oxide etching machine may have been incorrect parameter. If this occurred, then the sensor may delaminate from a poly layer substrate on the sensor to be possible for the sensor to detect a rollover contains. NR 	the air bag control unit fications. During supplier programmed with an r's aluminum bonding pad nsor. As a result, it may		
Description of the Defect FMVSS 1 FMVSS 2	 which may not have been produced to supplier specify production, an oxide etching machine may have been incorrect parameter. If this occurred, then the sensor may delaminate from a poly layer substrate on the sensor to be possible for the sensor to detect a rollover contains. NR 	the air bag control unit fications. During supplier programmed with an r's aluminum bonding pad nsor. As a result, it may dition.		
Description of the Defect FMVSS 1 FMVSS 2	 which may not have been produced to supplier specify production, an oxide etching machine may have been incorrect parameter. If this occurred, then the sensor may delaminate from a poly layer substrate on the sen not be possible for the sensor to detect a rollover com NR NR In a crash involving a rollover, deployment of the hear pretensioner, and activation of other safety systems, could increase the risk of injury. 	the air bag control unit fications. During supplier programmed with an r's aluminum bonding pad nsor. As a result, it may dition.		
Description of the Defect FMVSS 1 FMVSS 2 Description of the Safety Risk Description of the Cause Identification of Any Warnin	 which may not have been produced to supplier specify production, an oxide etching machine may have been incorrect parameter. If this occurred, then the sensor may delaminate from a poly layer substrate on the sen not be possible for the sensor to detect a rollover com NR NR In a crash involving a rollover, deployment of the hear pretensioner, and activation of other safety systems, could increase the risk of injury. 	the air bag control unit fications. During supplier programmed with an r's aluminum bonding pad nsor. As a result, it may dition.		

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Component Name 1 : ACSM4i, Mid-Roll Component Description : Air Bag Control Unit Component Part Number : 9873244-01

Supplier Identification :

Component Manufacturer

Name :ZF Automotive Germany GmbHAddress :Fritz-Reichle-Ring 8
Radolfzell FOREIGN STATES 78315Country :Germany

Chronology :

On March 19, 2020, the air bag control unit supplier informed BMW that certain control units may have been produced with rollover sensors that do not meet specifications.

Between April and May, an engineering analysis, and a review of the supply chain was conducted. A review of supplier quality control records revealed that during a training session, an oxide etching machine may have been programmed with an incorrect parameter. Further reviews suggested that this could cause the rollover sensor to be produced with an inadequate or uneven amount of etching.

This could allow the sensor's aluminum bonding pad to delaminate from a poly layer substrate on the sensor. An analysis indicated that a reduced robustness of the sensor could occur which could lead to a premature failure of the air bag control unit during vehicle operation and its ability to detect a rollover condition. An examination of supplier quality testing indicated that even with the potential for an etching anomaly, the sensors passed all functional testing.

Vehicle assembly information and supplier production records were reviewed to determine the number and production date range of potentially affected vehicles.

On May 13, 2020, BMW Group decided to conduct a voluntary recall for potentially affected vehicles.

BMW Group has not received any reports, nor is BMW Group otherwise aware, of any accidents or injuries related to this issue.

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Description of Remedy :

	Description of Remedy Program :	The air bag control unit will be replaced.
		If this condition were to occur to a potentially affected vehicle prior to the recall, the remedy would be covered by the BMW and MINI New Vehicle Limited Warranty program. Therefore, reimbursement for a prenotification remedy re Part 573.13 and Part 577.11 is not necessary.
	How Remedy Component Differs from Recalled Component :	Recalled Component: air bag control unit (ACSM4i, Mid-Roll); p/n (9873244-01).
]	dentify How/When Recall Condition was Corrected in Production :	NR

Recall Schedule :

Description of Recall Schedule :	Notification to dealers is planned to begin and end on May 20, 2020. Notification to owners is planned to begin and end on July 13, 2020.
Planned Dealer Notification Date :	
Planned Owner Notification Date :	JUL 13, 2020 - JUL 13, 2020

* NR - Not Reported

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